

Eléments pour l'ouverture de la conférence du GAIN – durée : environ 5 minutes

Ladies and gentlemen, I would like to welcome you at the fourth GAIN Conference here in Paris. We are very proud to co-host this conference (along with Airbus Industries)

Air France is very committed among other major airlines to support the GAIN initiatives. We are member of the steering committee with M. Bertrand de Courville.

Of course, flight safety is a major concern for an airline like Air France, and all the initiatives to share information between airlines and partners must be supported. This is the purpose of GAIN.

This Air France commitment has solid roots. In 1974, more than 25 years ago, we signed an agreement with our pilot union to design and implement one of the first systematic Flight Data Analysis tool in the world, using aircraft flight recorders. This type of program is known today by the specialists under the name of "FOQA". This was a first step toward a real proactive prevention policy in our airline.

Today, we manage a multiple feed back channel program, which includes an enhanced FOQA tool, a confidential reporting system, a team of ten flight safety officers and the feed back from several contributors to international safety program.

We can say that we have considerably improved our ability to make safety related events visible, understandable in terms of accident risks, and usable for corrective actions. Today, we believe that, more than before, and thanks to this program, we can prevent accidents through the identification and analysis of non consequence events which would have remained unknown some years ago.

Compared to other types of transport, the air transport safety records are very good. In western Europe, the rate is 0,6 aircraft lost per million departure, very similar to the North American safety record.

But in this field, very good is not enough. Our customers and more generally the public expectation is stronger every year. We have no other choice than to become every year safer. Even if the effort is huge to get closer from the zero accident goal, we have to do it.

We can observe that the average level of flight safety has remained at a constant level for more than 30 years. If we want to improve it again, we must develop new concepts, new methods and new tools to make our prevention program more efficient. This may demand a real change in our company culture and in the way we think about safety or risk management. The GAIN initiative show us the way. We can not miss this opportunity.

Operators, Manufacturers, Regulators, Air Traffic Controls, Unions, International organizations or Associations are represented here. We are all equally responsible to improve the safety of our flights. Together, we will work in order to make our safety related information "usable" and "sharable" within the industry. This is the reason why we are here today.

I would like to thank here all the people involved in this program : the members of the GAIN Executive Committee, the members of the Steering committee, the members of the working groups, and the people who made this conference possible, especially Chris Hart, Jack Wojciek, Andy Muir and their teams.

Thank you for your attention, and let me wish you a good and productive conference.